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IMPERIAL GERMAN MAIL LINE

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUTZOW" Capt. C. Dewers	WEDNESDAY, 6 P.M., 7th October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCESS ALICE" Capt. G. Rott	About WEDNESDAY, 7th October.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. Senden	THURSDAY, 5 P.M., 8th October.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th October, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIE	Broc	12th Oct., P.M.
MARSEILLES, VIA PORTS	VILLE DE LA CROIX	Barillon	13th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	26th Oct., P.M.
MARSEILLES, VIA PORTS	CALEDONIE	Martin	27th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

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For further particulars, apply to

P. NALIN,
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QUEEN'S BUILDINGS.

Hongkong, 29th September, 1908.

CHARGEURS REUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

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Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

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FREIGHT to OVERLAND via VANCOUVER.

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YOKOHAMA—VANCOUVER—13 DAYS.

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Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL OLRY	12th Oct.	† CORSE	11th Jan., 1909.
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† New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabin.

* Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

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P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 19th September, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WOCHOW LINE.

THE Steamers "LINTAN" and "SAN-JI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

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Hongkong 28th March, 1908.

Intimation.

No. 1 DOCK. Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

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Liebers, Scotts, A. I. and Watkins.

Yokohama, May 31st, 1905.

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JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	First half Oct.	SHANGHAI & JAPAN	First half Oct.
TJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJILATJAP.	JAVA	Second half Oct.	SHANGHAI	Second half Oct.
TJIMAHU	JAVA	First half Nov.	SHANGHAI	First half Nov.
TJIBODAS	JAVA	First half Nov.	JAPAN	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

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YORK BUILDINGS, 1st floor,
Hongkong, 1st October, 1908.

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S.S. "PAUL BEAD," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street,
Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—BARRETTO & CO.,
Agents.

Hongkong, 28th March, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free

LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 50, Beaulieu Street 556, Nanjing Road
Hongkong, 4th March 1908.

THE IMPORT TRADE.

OUTLOOK IN SHANGHAI.

One of our local contemporaries published an article recently dealing with the import trade; some excellent ideas and much useful information were given, but one rather serious error was made: it was stated that the old heavy stocks of nearly all articles had been slowly but almost entirely cleared. China was compared to a convalescent who had passed through the crisis. While it is not desirable to represent local conditions in an unduly gloomy light, the reverse would be equally harmful, for Home papers are always ready to reproduce extracts from newspapers in the Far East. The consequence of an article, such as the one referred to, might be that a batch of commercial travellers at once would be sent here where they will not be needed for many months, at least. The fact is, that the stocks in Shanghai are approximately sufficient for eight months; with goods held in the interior and those about to arrive added, there would be no danger of any real shortage occurring even if no fresh orders were given until next May.

During the last year the statement has been made and published several times that importers considered a ten months' supply was not too heavy for such a market as ours. One importer went so far as to say that short stocks (say two months) would be a real danger and famine prices the consequence. Experience does not support that view; but if such a contingency would be presented for the piece goods firms to recoup the heavy losses of 1907-8. But why should the Shanghai market be more able to carry heavy stocks than markets elsewhere? Shanghai is not a place where large stocks are consumed; it is a distributing centre; its business is to supply to all the smaller outside markets the goods required. The ideal state for such a market would be to carry no stocks at all, but to transfer all arrivals at once to the interior. Like most ideals this one is impossible, although the requirements of the consuming centres are fairly regular. Demand occurs at the two seasons when new summer and new winter clothing are required. It would be impossible to regulate imports on a perfect basis, because the business is done by so many people working independently; consequently there always will be a certain amount of stocks not wanted at the moment. And these ought to be kept as small as possible, in view of the fluctuating currency. With a drop in silver such as we are now experiencing only a decided scarcity of goods could rule prices up to a payable basis. Large stocks of goods settled at a higher rate will make impossible for months or years the sale of new goods of the same level which have to be settled at much lower rates. Thus when importers must sell (which is always the case with some hongs) disasters are the natural consequence. It would not be going too far, perhaps, to say that of all markets in the world those of China in general and Shanghai in particular are the least able to carry heavy stocks.

The question then arises as to what method could be adopted to prevent accumulations of stocks. More than one attempt has been made by importers to arrive at a satisfactory arrangement, but none has been deduced, so far. Bargain money for new orders cannot be obtained; for the very best Chinese hongs are neither willing nor able to pay bargain money and foreign merchants are always quite ready to book their orders. At the present time all the second and third-class dealers, being bankrupt, are not likely to cause much trouble in the future unless absolute carelessness is shown in dealing with them.

The new system—if one can be evolved—must be a natural consequence of present conditions, for foreign banks and exporters at home have had a lesson that ought to make them more careful, too, in the future. There are from ten to twenty reliable Chinese dealers left in the market; they will give their orders to some of the hundred or more importers, and the foreign hongs which do not participate in these orders must either close their piece-goods trade or carry on speculatively. It remains, therefore, for importers, whether they import goods for Chinese or on their own account, to watch the market closely and not to order any goods that cannot be disposed of, beyond doubt, on arrival. To be able to do this both knowledge of the details of the market requirements and judgment are necessary; and without these qualifications no one can expect to carry on trade successfully in this market, and avoid becoming the prey of travellers, compradors' shroffs and weak dealers. The one thing, we may reiterate, is to avoid accumulation of stocks. Shanghai cannot carry stocks on account of the currency—N. C. D. News.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tins, by all Chemists, etc., everywhere.

BENGER'S FOOD

WEATHER FORECAST AND
STORM WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a U.M. below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being given published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wai.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tau Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. G. FROE, Director.

10th July, 1907.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE DALAI LLAMA.

ILL AT PERING.

[By courtesy of the "Sheung Po."]

Peking, 4th October.

Since his arrival in Peking, the Dalai Llama has been ill.

The audience with their Majesties is, accordingly, indefinitely postponed.

Tat Sau and Cheung Yam Tong have been instructed to wait on him.

The expense attending the visit of the Buddhist Pontiff and his suite to the Capital is some \$13,000 a day.

Peking, 27th September.

The Dalai Llama arrived at two o'clock this afternoon at the Hankow Station. There was an official reception at the station. Na Tsung, President of the Wai Wu-pu, the Chinese Director and the Sub-director of the Peking Railway, as well as Prince Yu and Duke Pu arrived with the Dalai Llama from Paoing-fu, where they had welcomed the Dalai Llama on behalf of the Emperor and Empress Dowager. All Chinese dignitaries were presented to the Dalai Llama at the Railway Station in Peking. Then the latter left for the Yellow Temple. The procession was headed by a band of music and a company of police troops. Then a number of mounted Llamas came, whereupon the Dalai Llama himself was carried in a yellow sedan chair which was fully covered. Mounted Llamas and another company of police followed. The procession passed the Italian Legation on the way to the so-called Yellow Temple. The impression made by the procession was splendid, the order was everywhere very good. The retinue of the Dalai Llama consists of three hundred men, who have with them eight hundred camels and four hundred ponies.

Peking, 29th September.

There are four high Llamas in the retinue of the Dalai Llama and besides them, fourteen dignitaries of the first class and one hundred and twenty-six of the second class. One hundred and sixteen servants and eighty soldiers are accompanying them. The Dalai Llama brought six railway cars with gifts for the Court.—China Gazette.

[Reuters.]

The Government and the Unemployed.

LONDON, 2nd October.

Mr. McKenna, M.P., speaking at Pontypool said that the Government proposed to hasten the current naval construction programme with a view to alleviating the distress of the unemployed, and that a whole year's orders would be placed at the earliest opportunity.

Australia and America.

The Hon. Alfred Deakin, Prime Minister of Australia, in a message to President Roosevelt thanking him for the visit of the American fleet, invited him to Australia en route to Africa.

President Roosevelt, in his reply, thanked Mr. Deakin, but regretted it would be impossible for him to accept.

The Balkans.

The European markets are affected by a certain uneasiness as to the situation in the Near East.

Reports are current of Bulgarian officers buying horses in Hungary.

Anglo-American Penny Post.

Noteworthy scenes occurred in New York on the inauguration of the Anglo-American penny post, crowds awaiting the stroke of midnight to post letters and circulars.

One firm alone sent thirty thousand letters. Mr. Sydney Buxton, Postmaster-General in London, exchanged congratulations with the Hon. George von L. Meyer, American Postmaster-General in New York.

The American Fleet.

The American battleship fleet has arrived at Manila.

Anglo-German Relations.

3rd October.

Rt. Hon. L. V. Harcourt, speaking at Rosendale, said that we were determined to maintain our security against invasion, and that if it were necessary the funds could be provided by methods of sound finance without the aid of a loan. He condemned the scare-mongers of the yellow press whom he described as political footpads and parish curs.

Anglo-German relations were never on a more friendly footing than now.

Sir Henry Campbell-Bannerman's Will.

The will of the late Sir Henry Campbell-Bannerman has been proved at £60,000 sterling, exclusive of estates in Scotland.

TYPHOON WARNING.

The American Consulate-General received the following telegram from the Manila Observatory at 10.45 a.m. to-day:

Options of typhoon West of Luzon; more than 100 miles distant, moving W.N.W.

CONDITIONS IN MANCHURIA.

Mr. E. C. Little, who has recently been on an extended tour in Manchuria and North China, gives the following account of his journey:

I started from Vladivostok, and then came down by rail to Peking and thence on to Harbin. In Vladivostok I found similar trading conditions to those that prevail over the Eastern part of Asia, and I was told by more than one responsible man that over ninety-five per cent. of the people and firms in the town had the greatest difficulty in meeting their obligations. I was taken by one Chinese merchant through a street after street, in which he pointed out native houses that owed sums ranging from \$10,000 to \$15,000. Several foreign firms were reported to be in difficulties with liabilities amounting in some cases to as much as \$15,000. Within the past few days the "North China Daily News" has reported the failure of the leading Japanese firm in Vladivostok.

A CLOSED PORT.

The one topic of interest amongst all the merchants in the port was the subject of the closing of Vladivostok as a free port. Various dates were set for the fulfilment of this prophecy, and rumours have also appeared in the Shanghai Press.

HOTELS.

Vladivostok has a great deal to learn in the way of hotel accommodation for European travellers. The present hotels may be all right for Siberian Russians, but they certainly leave everything to be desired from the standpoint of a modern European hotel. The charges, too, are excessive.

From Vladivostok to Harbin I was glad to notice considerable improvement in the cultivation of land along the line since my last visit two years ago. On that occasion I passed through a splendid country with immense possibilities, but entirely uncultivated. Now all along the line there are signs of an increased population, and that the natural advantages of the land are attracting the attention of a number of colonists, principally Koreans and Chinese. Russian soldiers were very much less in evidence than on my former visit, but one of the stations on the Manchurian side of the frontier, I was somewhat surprised to see a number of Yuan Shih-kai's foreign drilled troops with their arms and well filled bandoliers. A military mandarin informed me that they had five thousand of these troops in the neighbourhood who were engaged in hunting down Hungbuts. This was the first sign I had seen of returning Chinese authority.

HARBIN.

Upon my arrival at Harbin I found that the Chinese were managing their affairs as in the town without reference to the Russian authorities, who confined themselves to the oversight of foreigners in the town. It was not until I had been in the hotel for several days that I was asked for my passport instead of immediately on my arrival, as was the case on my last visit—and when I declined to show it on the ground that only the Chinese authorities were entitled to ask for its production I was not pressed to abandon this attitude.

Although Harbin is in the midst of a big plan, I do not think that it has much chance as a commercial centre until means of communication have greatly improved. The railway rates, at present, are altogether too high.

KWANGCHENGZTE.

From Harbin there is a journey of about ten hours by rail to Kwangchengz. The Russians pay practically no attention to this part of the railway system, and the accommodation is of the worst possible description. The second and third class compartments are absolutely impossible. No self-respecting man would consign his dogs to travel on the cars in which I made the journey. I took the night express, leaving Harbin at 9 p.m. and reaching Kwangchengz at 7 a.m. next day, and reserved an entire first-class coupe in order to enjoy as much comfort as possible. There were no lamps in my compartment, and a wretched dip showed up the darkness for about three-quarters of an hour and then spluttered out.

The Japanese station at Kwangchengz is about one third of a mile distant from the Russian terminus, but trains from both lines on each station on a schedule arranged to fit in with each other. From this junction to Mukden the Japanese have put on a comfortable service of cars, though as yet there are no sleeping compartments. The first-class carriages are fitted with comfortably upholstered arm chairs, and I understand sleeping and dining cars are to be introduced shortly.

As far as food is concerned, on this portion of the line one might be travelling through a foreign country. The only food I could obtain was a piece of dirty black Russian bread, fried out by a peasant woman from a flimsy cupboard, and a bottle of beer.

One cannot speak in too high praise of the civility and attention shown by the Japanese employees to the traveller throughout the length of this line.

MUKDEN.

The city of Mukden has wonderfully improved during the past two years. Pioneered roads have been laid out, and they are traversed by tram and carriages, which, if they do not compare favourably with Shanghai, at any rate are far ahead of anything to be seen in Vladivostok. Japanese women of the *demi-monde* class are not nearly as evident as a few years ago, and apparently have almost entirely disappeared. Moreover, Japanese troops and uniforms are seldom to be seen now, whereas a couple of years ago they were ubiquitous. It struck me forcibly that both Japanese and Russians are faithfully carrying out their engagements. Everywhere Chinese police and troops are in evidence as never before, and there seems every indication that the Chinese are now successfully exercising their authority. At Mukden there are several camps prepared on modern lines for the accommodation of foreign drilled Chinese troops.

CROPS.

The crops throughout the length and breadth of Manchuria seem to be extraordinarily good, and the Chinese themselves admit that they are the best that have been experienced for a large number of years. This, in my opinion, will have considerable effect upon the course of trade during the coming year, and unless untoward circumstances arise, I think we may properly hope for the first signs of a revival of trade in this Northern territory. The country seemed to be perfectly quiet. I noticed a diminution in the number of Japanese traders at the great centres of Manchuria. The border that followed in the wake of the war, appear to have found that the country is not the Eldorado they believed, and have left the country. Correspondents told me that the Japanese match industry had withdrawn to smaller centres, but I had no opportunity of confirming this, and am inclined to doubt it.

DALNY.

Dalny is very much the same as when the Russians evacuated it. It suffered no damage at the time of the war, as there was no fighting in the immediate neighbourhood. The Japanese, therefore, occupied a completely found town, and the well-furnished houses are just as the Russians left them. Of trade, however, there seems to be little or none. Very few steamers call at this port except small Japanese vessels from Chefoo, and a few larger craft from Japan and Korea, Russian and Japanese efforts artificially to build up the trade of Dalny, have so far met with little or no success, and I see no reason to alter the opinion I have always held that Newchwang is the natural port for Manchurian trade, and the only natural outlet for its products. In spite of the artificial competition of Dalny, I think Newchwang will maintain its predominant position.

The crops between Newchwang and the Great Wall, if not equal to those of Manchuria were nevertheless exceedingly good, and the Chinese appeared satisfied with the outlook.

THE NORTH CHINA RAILWAYS.

I was glad to notice a great improvement in the conditions of railway traffic on the Anglo-Chinese line. From September 1 the authorities have decided to run night trains for the first time in the history of the railway. Consequently it is now possible to leave Peking in the morning and reach Newchwang the next morning, instead of occupying two days on the journey as heretofore. Indeed, it is now possible to travel from the Chinese to the Manchurian capital in less than twenty-four hours, under exceedingly comfortable conditions. It is interesting to note that when the Tientsin-Peking line is completed it will be possible to travel from Shanghai to Mukden in a little over two days. When one remembers that a few decades ago the journey took the Chinese mandarins from two to three months it must be taken as a sign that China is really moving.

AMICABLE INTERCOURSE.

I was pleased to learn from Chinese and foreign officials and others that excellent relations exist between all classes. When Shanghai affairs were discussed one was usually met with the phrase "Dama Shanghai" from Chinese and foreigners alike. An intelligent Taoist whom I asked whether he would like to assume the reins of government at Shanghai, said that he would not accept the position on any conditions, as in Shanghai Chinese and foreigners were always quarrelling whilst in North-China they had no differences to speak of, and those they had were quickly and amicably settled. The number of Chinese in the North who speak English, and the number of foreigners who can make themselves understood in Chinese, is rapidly increasing, and this leads to more intercourse between the races, and must tend to smooth out difficulties. Shanghai might well learn a lesson from the North in this respect.

THE BRITISH MINISTER.

As a Britisher, one cannot but feel proud of our Minister, Sir John Jordan, who is spoken of in the most glowing terms by everyone. He has undoubtedly brought British prestige to a point it has not attained for a very long period. We are most fortunate in having such a man to administer British interests.

From Peking I travelled by the first through express to go to Hankow since the recent floods. The crops on either side of the line seemed, at any rate, to be up to the average.

FINANCIAL CONDITIONS.

One factor in Chinese financial conditions is very disturbing and that is the almost unlimited issue of bank notes that goes on all over the Empire. I have only heard of one Province that has in any sense of the word a proper reserve for this note issue. In other Provinces notes are being issued without reserve of any sort or kind, and my Chinese correspondents informed me that in many Provinces the Chinese are loath to accept notes, but are more or less compelled to do so. A Chinese gentleman informed me that in a certain Province the Treasury would only redeem its notes at nine-tenths of their face value, unless the person presenting them was prepared to wait the convenience of the Treasury, a delay which would often extend to months. This informant was confident that if these notes were presented in any large quantity the Treasury would refuse to cash them altogether, or only at most ruinous rates of discount. I have taken every opportunity during the past three or four months to warn all officials with whom I have come in contact, from Viceroy downwards, of the danger to China's credit from the unlimited issue of unsecured notes. If this policy is persisted in, we shall soon be within measurable distance of a bad financial crisis. It certainly seems to me high time for the Foreign Ministers as a body to call the attention of the Chinese Government very strongly to this practice. The country is suffering, and with it all foreign trade, on account of the depreciated copper currency. The Provincial Treasurers reaped huge profits from minting copper coins a few years ago, and in subsequent years the country has had to pay those profits. The suffering caused by the minting of copper coins will only be a summer picnic compared with the disaster that must inevitably follow an unrestricted issue of bank notes.

SUICIDE OF SHANGHAI DENTIST.

SAD END OF DR. WARD HALL.

Dr. J. Ward Hall, D.D.S., one of the oldest and most respected members of the American community in Shanghai, fatally shot himself yesterday morning in his office No. 1, The Bund, reports the *Shanghai Times* of 30th ult. He had been in ill-health for some little time past suffering from an eye complaint, and lately he had had the delusion that he had contracted hydrophobia, having had the services of Drs. Billingham and Moore. His despondency seems to have increased during the twenty-four hours prior to his death, for he is reported to have told his number No. 1 boy on Monday that he would probably not see him again. He retired as usual on Monday night, but about 4 o'clock yesterday he rose and left his bedroom, which is above his office, and bade good-bye to his wife. From his room he went to the office and locked himself in. The details of what subsequently happened cannot be ascertained, for it was not until 9.30 a.m. when Dr. Billingham called to pay him a professional visit that the grim tragedy was discovered. Dr. Billingham was unable to get into the office so he went to the Central Police station in Foochow Road and reported that something was amiss. Accompanied by members of the Police Force he returned to the house and an entrance was forcibly effected. A ghastly sight met the eyes of the Doctor and the police, for Dr. Ward Hall was lying on the floor with his head surrounded by blood, which had oozed from his mouth and head. By his side was a 36 calibre revolver, still loaded in five chambers whilst a discharged cartridge remained in the sixth chamber. It was apparent from the nature of the wounds inflicted that the late Dr. Ward Hall had placed the muzzle of the revolver in his mouth and pulled the trigger. The bullet passed right through the head and embedded itself in the sash of a window.

Detective Sergeant M. Gibson was put in charge of the case and early yesterday morning he was at the scene of the tragedy. The body was sent to the Mortuary and the revolver was taken possession of by the police. An inquest will be held to-day.

We have said that Dr. Ward Hall was one of the most respected members of the American community of Shanghai. He emphatically was and a man whose voice was heard on every occasion of public importance during his career in Shanghai with profit to the community and credit to himself. He came here first in the early eighties and speedily identified himself with the best aspects of life and the highest interests of the place, becoming before long a "Shanghai man" in the noblest sense of the term. He was a splendid sportsman, a liberal patron of every worthy enterprise and a highly successful business man. Not only was he thus successful in the pursuit of his own profession, in the practice of which it would be difficult to find his superior, but he was a bold and sagacious investor of money and promoter of enterprises of magnitude and public importance. He was largely instrumental, for instance, in floating the old Electric Company and then inducing the Council to acquire the concern on public account, as soon as he was convinced that the interests of the community could be best served in this way. Other instances could be mentioned of his business acumen but let this suffice. He was a large-hearted, magnanimous and generous man, a credit to America, and a friend whose loss, especially under the deplorable circumstances which closed his beneficent and honourable career, will be long and sincerely mourned in Shanghai. He leaves no children, a circumstance which must intensify the grief of his widow, with whom the entire community feels the deepest possible sympathy.

SHANGHAI OPIUM HOUSE.

SECOND QUARTERLY CLOSURE.

In accordance with the decision published in the minutes of the meeting of the Shanghai Municipal Council, of July 22 the drawing of lots for closure of the second quarter of the licensed opium houses was to take place in the Malao Market on Saturday, October 3, at 2 p.m.

Messrs. Chu Lan-fang, Shen Tzu-ho and Yü Ya-ching have consented to be present at the drawing, as representative members of the native community.

SHIPPING SUBSIDIES IN JAPAN.

MR. KONDO INTERVIEWED.

Considerable discussion is still going on in the vernacular Press as to the advisability of abolishing the special subsidies now paid by the State to various shipping companies. The lines on which bounties are paid and their terms of contract are as follows:

The European line, 12 vessels; Jan. 1900 to Dec. 1909; Nippon Yusen Kaisha.
The Seattle line, Nov. 1901 to Dec. 1909; 3 vessels; Nippon Yusen Kaisha.
The Australian line, April 1902 to March 1912; 2 vessels; Nippon Yusen Kaisha.
The Japan Sea line, April 1902 to March 1912; 2 vessels; Nippon Yusen Kaisha.
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Hongkong 5th October, 1908.

Urging the Government not to renew the contracts. Mr. Kondo, President of the Nippon Yusen Kaisha, speaking with reference to this subject, remarks that so far the Government has not expressed any opinion as to the renewal of the bounty contracts, but Mr. Kondo asserts that these various lines cannot be maintained without Government subsidies. "In the event of the Government stopping its bounty, therefore, we shall have no alternative but to discontinue these regular lines. Of course the Osaka Shosen Kaisha or any other company will not be in a position to take up the services, as they could not be kept up with a profit. The result will be that Japan's maritime industry, which has been fostered at the expenditure of so much money, will be abandoned to encroachment by foreign competitors."

Reverting to the discussion of this subject, the *Tokyo Asahi* says that, as has been explained in previous issues, the shipping subsidies in this country are defeating the object for which they were instituted owing to the defective methods employed. This is clearly shown by looking into the financial condition of the subsidised companies. The business receipts and subsidies received by the Nippon Yusen Kaisha during the last five years are shown below:

	Business Receipts	Subsidies
1903-1st half	¥8,682,000	¥2,855,000
2nd half	9,355,000	2,770,000
1904-1st half	8,803,000	2,018,000
2nd half	9,852,000	628,000
1905-1st half	10,200,000	527,000
2nd half	11,235,000	573,000
1906-1st half	11,632,000	526,000
2nd half	9,740,000	2,156,000
1907-1st half	10,074,000	2,599,000
2nd half	12,176,000	2,621,000

[The reason that the amount of subsidies shows a considerable decrease from the second half of 1904 to the first half of 1906 is because many ships were at that time requisitioned by the Government as transports.]

The expenditure and net-profit of the company during the same period were as follows:

	Expenditure	Net Profit
1903-1st half	¥9,304,000	¥2,233,000
2nd half	9,116,000	2,582,000
1904-1st half	9,552,000	1,459,000
2nd half	9,049,000	1,431,000
1905-1st half	9,742,000	1,485,000
2nd half	10,253,000	1,535,000
1906-1st half	10,093,000	2,744,000
2nd half	10,885,000	1,244,000
1907-1st half	12,233,000	1,280,000
2nd half	13,639,000	1,158,000

[The expenditure above given includes the cost of repairs, insurance, and depreciation fund.]

As will be seen from the above, the Nippon Yusen Kaisha would sustain a loss of two and a half million yen or thereabouts every year if unassisted by subsidies. At any rate, it is clear that the profit of the company is decreasing year after year. If the ultimate object of subsidies is to encourage the financial independence of shipping companies, the result of the system must be pronounced a complete failure. Prior to the late war the vessels of the N.Y.K. were earning a net profit of from ¥2.50 to ¥5 per ton in half a year; the average earning for the first half of 1906 even reached ¥12.60 per ton. Since then, however, the net profit has been steadily falling, though this is the result not so much of diminution of gross receipts as increase in expenditure.

The condition of the Osaka Shosen Kaisha's business is worse than that of the Tokyo company, continues the *Asahi*. Up to 1900 the capital of the company was only ¥5,500,000, but since that time it has increased its capital to ¥16,500,000 besides raising a loan of ¥3,500,000 by the issue of debentures. In other words, the capital has been quadrupled during the last eight years. Despite this fourfold increase of capital, the net profit of the company has increased only by 20 to 30 per cent, compared with the profit when the capital was a fourth of the present amount. The result has been that although the company had been paying a regular dividend of 10 per cent. in the past, no dividend at all was declared for the second half of 1906. Last year business was very prosperous, yet the company was barely able to declare a dividend of 6 per cent., and in the present condition of business it will probably be very difficult for the company to maintain even this rate of dividend. Notwithstanding the large amount of subsidy received the Osaka Shosen Kaisha is no better—or is even worse—off than the Nippon Yusen Kaisha.

The Tokyo Kisen Kaisha is placed in similar circumstances. Despite the fact that the shipping subsidies make an annual drain on the national coffers, the business of the protected companies is steadily going from bad to worse, besides at the same time injuring the interests of unprotected ships and generally interfering with the free development of the shipping industry in this country. All this is attributable, concludes the *Asahi*, to the defective working of the subsidy laws, which require urgent amendment so as to cut down the expenditure to a more reasonable figure, and also to achieve the ends aimed at by the State in granting these sums of money to the shipping companies.—*Yokohama Chronicle*.

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Hongkong, 22nd August, 1908.

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Whangpoo, 11th September, 1908.

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Hongkong, 29th September, 1908.

NOTICE.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected M.N., nor to return any contribution.

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MARRIAGES.

LOGAN-CORRETT.—On August 13, at St. Oswald Church, Chester, by the Rev. E. Lowndes, Vicar of the Parish, assisted by the Rev. Canon Postner, Rector of Wilton, Cheshire, MALCOLM HUNTER, seventh son of the late Edward Logan, of Upton Lawn, Chester, and of Mrs. Logan, Llewellyn-Groves, Llanymynech, and grandson of the late Lee Porter, Townshend to Wincham Hall, Nantwich, Cheshire, to CECIL VERA, fourth daughter of the late Uvedale Corbett, of Ashfield Hall and Crabwall Hall, Cheshire, and Mrs. Corbett.

On September 29, 1908, at Shanghai, **HERBERT MAURICE**, only son of the late K. M. Gordon, to **BEATRICE ELLIE**, second daughter of the late John George Thirkell and Mrs. Harry J. Sharp.

At Shanghai, on September 28, **LAWRENCE C. BIOT EDMONDSTON**, aged 35 years, to **FLORENCE LOUISE**, second daughter of the late William Hamilton, of Bristol.

At Shanghai, **HILDA CLARKE** to **EDUARD R. VERNERITZ**, by Pastor W. Rühmer.

DEATHS.

At Shanghai, on September 28, **LAWRENCE C. BIOT EDMONDSTON**, aged 35 years.

On September 29, 1908, at Shanghai, Dr. **JAMES WARD HALL**, aged 58 years.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 5, 1908.

A SHANGHAI COMPLIMENT.

Our progressive contemporary, the *Shanghai Times*, devotes an extended leading article in a recent number to the subject of typhoons in these regions. In introducing the subject it makes allusion in an extremely complimentary manner to references by the Governor, at the last meeting of the Legislative Council, to the relations existing between the Hongkong Observatory and those controlled by the Jesuit Fathers at Sicawei and Manila. It extends, on behalf of Shanghai, to Mr. F. G. Figg a cordial welcome to the Northern

Settlement in the Kowloon. Director's prospective visit contemplated by the Governor when the typhoon season is over. Our contemporary's remarks will be appreciated in the Colony and are, therefore, reproduced textually from its columns. The *Times* says:—"We need not say with what fearful interest and solicitude everything pertaining to typhoons is invested for people dwelling along the sea coasts of the Far East. Everyone who has ever lived in these regions knows how anxiously the signs of the weather are watched during the typhoon season,—through the middle of which, according to the accepted authorities, we are at present passing—and it will therefore be unnecessary to tell the 'old hands' here, or living in retirement at home, how welcome are the tidings we have lately had from our Hongkong correspondent, informing us of the unusual interest which Sir Frederick Lugard, the enlightened Governor of that Colony, has lately been displaying in the work of the Hongkong Observatory. According to our correspondent's telegram Sir Frederick took the opportunity, in presenting the Colonial Budget to the Legislative Council, of alluding to the Observatory and saying that Director Figg had assured him that relations between that establishment and the other Observatories in the Far East were cordial, and that he had the best instruments at his disposal. The Governor proposed that Director Figg should visit Manila and Shanghai after the typhoon season and see the instruments there used, and get into closer touch with the respective Directors. With regard to the reverend Director of the Sicawei Observatory we are sure we may say that the welcome which Director Figg will receive from that courtly gentleman will be of the warmest and sincerest character possible, and there can be no doubt that the conferences which the two officials will hold will result in many practical arrangements for the dissemination of early and authentic information respecting the course, speed, and magnitude of approaching typhoons, which cannot fail to be of the utmost possible service to all the communities of the Far East. These remarks apply, of course, with equal appositeness to the impending conferences between Director Figg and the authorities of the Manila Observatory, and it is a peculiarly grateful reflection that when the round of visits alluded to by the Governor of Hongkong is over, much that is of prime importance to people out here to know, regarding typhoons, and that is not at present available, will have been placed at the public disposal."

LOCAL AND GENERAL.

This English mail of the 5th September was delivered in London on the 3rd inst.

H.M.S. *Ring Alfred* and three other men-of-war arrived at Maizuru 29th ult. from Hakodate.

The American Consul at Amoy has telegraphed the Department of State that cholera and plague are no longer epidemic at that port.

The Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending September 19 amounted to 21,817.07 tons and the sales during the same period to 17,163.20 tons.

Mr. Julius Timm, chief electrician of the Great Northern Telegraph Company, had a nasty fall when alighting from a moving tram car in the vicinity of the Race Course at Shanghai on Monday evening, 28th ult., and is now in the General Hospital with his left arm broken and his right hand severely bruised.

RETURN of visitors to the City Hall Library and Museum for the week ending the 4th September, 1908:—

	Library.	Museum.
Non-Chinese.....	387	162
Chinese	206	2,474
Total	593	2,636

As a result of the suggestions of M. E. Tang Shao-yi upon the necessity of reforming the currency of the country on a uniform basis, their Majesties have commanded the Ministry of Finance and the Council of State Affairs to report on the matter, as it is the Imperial will to put H.E. Tang Shao-yi's advice into execution at as early a date as possible.

Owing to the actions of the Japanese in Peking a few months ago who are said to have arrested an alleged spy in Chinese territory, the Waiwupu has drawn up a set of regulations which we (*N. C. D. News*) are informed have already received the approval of the Ministers for Great Britain, Russia, Germany and France. The new regulations provide for the arrest of Chinese or foreigners in Chinese territory who may be "wanted" by the foreign authorities.

VICE-ADMIRAL Sakamolo has been appointed to represent Japan on the Committee which is about to meet in London to enact regulations for the establishment of an international prize court. That such a tribunal should be established was voted at the recent Hague Conference, but as the details required much consideration, it was resolved that the nine principal naval Powers of the world should send representatives to form a committee for the purpose of drawing up rules.

As a token of respect to the Portuguese community—yesterday, 28th ult., being the birthday of the late King—a large black wreath with black streamers was suspended between the foremast and mainmast of H.M.S. *Flores*.—*Shanghai Times*.

The *Japan Mail* undertakes that Capt. C. I. S. Filmer, of the *Hongkong Marine*, who arrived in Yokohama the other day, has resigned from the Toyo Kisen Kaisha's service. He left on the 22nd ult. by the *America Maru* for San Francisco, where he has very promising business prospects in partnership with his brother-in-law. Capt. Filmer will be greatly missed in Yokohama.

ACCORDING to the returns of the Korean Customs Bureau, the foreign trade in this country during the first ten days of last month totalled £1,520,019, compared with £1,798,848 for the corresponding period of last year. Of the former figure £373,309 represented exports and £1,146,710 imports. The aggregate foreign trade this year up to the tenth ultimo was £15,903,929, as against £12,349,449 of last year, showing an increase of £3,554,480.—*Strait Press*.

It will be remembered that there has been some discussion about the subsidy of £6,700,000 to the N.Y.K.'s European service, the subsidy to its Seattle service, and those to the T.K.K.'s San Francisco service, their term expiring in December this year. In this connection, it is now said that the Communications Department has already decided to renew the granting of the subsidies to September, 1915, when the term of the existing Navigation Encouragement Law expires.

THE *Moji Shippo* reports, says the *Nagasaki Press*, that the construction of dry-docks at Okubo, Moji, will be begun on October 3rd, the inauguration of the work being celebrated with due ceremony. The initial undertaking in connection with the scheme is the reclamation of 12,000 *tsubo* of land from the sea. Application has been made for permission to reclaim 70,000 *tsubo* in addition and it is hoped that the whole of the reclamation work will be completed within a year.

A SOLDIER belonging to the garrison of Hui-chow, Kwangtung province, was arrested the other day by gendarmes for outrageous behaviour in that city. His comrades thereupon got together and tried to storm the police station in order to rescue him. This aroused the indignation and anger of the citizens who united with the police in resisting the soldiery, and the result was the arrest of seventeen of the latter. It is probable that the guilty soldier and some of his comrades will be executed for their conduct.

A St. Petersburg telegram to the *Mainichi*, dated September 24 states:—"During the past three days, about 500 corpses of persons who died of cholera have been interred in one cemetery alone. Owing to the scarcity of grave diggers, hundreds of the coffins remain unburied. Every morning special trains conveying solely the dead bodies of cholera patients leave the Capital. The cemeteries have the appearance of battlefields." Yesterday thirty-eight new cases appeared at the Nobles' Military College, which has consequently been closed.

A HANKOW dispatch states that a number of gentry, literati and prominent merchants of the three cities of Wuchang, Hanyang and Hankow held a meeting last week at the latter port to discuss a proposition made by Grand Secretary Chang Chih-tung to borrow £15,000,000 from a foreign syndicate for the purpose of starting without delay the construction of the proposed Szechuan-Hankow Railway. Nothing definite was arrived at during the meeting as certain important information is needed before a decision can be taken.

SAVES the current issue of the *Sporting Times*: It is always said that the plans for the Hongkong barracks went astray, and that the Belfast barracks were built in Hongkong and the Hongkong barracks in Belfast. There are to be barracks built in Singapore for the Indian regiment now quartered there, and to prevent all possible mistakes the Government sent an expert out to the island to design them. When the designs came out to the Straits it was found that they were for charming bungalows, but with no verandahs. A bungalow without a verandah in the Singapore climate is about as useful as one without a roof.

THE scheme for the encouragement of the export of yarn was rejected on Friday by the committee of the Spinners' Association, as already reported in our columns, says the *Japan Chronicle* of 22nd ult. The scheme was proposed by Mr. Taniguchi, a leading member of the committee, its essential feature being the granting of a bounty of ¥5 on each bale of coarse yarn, 20's and under. The total export per year of yarn coming under this category was estimated at 250,000 bales, the bounty on which would amount to ¥1,250,000. This sum was to be raised by imposing a tax of ¥500,000 on 750,000 bales consumed in Japan, and of ¥500,000 on 250,000 bales intended for export abroad. We understand, however, that the proposal was not taken seriously by the meeting; indeed it was not intended to be taken seriously, being introduced merely in order to raise a debate. It is pointed out that, owing to a decline in the price of raw cotton, there are signs of an improvement in the home market. Under the present conditions of the industry there is a prospect of a fairly good profit being made by spinning companies, and it is therefore considered advisable to direct attention to the home market, rather than to trouble about schemes for the encouragement of export.

CANTON DAY BY DAY.

PRESENTS TO THE EMPRESS DOWAGER.

[From Our Own Correspondent.]

Canton, 3rd October.

H.E. the Viceroy has deputed four special messengers to escort the valuable articles which His Excellency is despatching as presents to H. I. M. the Empress Dowager in honour of Her Majesty's birthday on the 10th day of the 10th moon as already reported. These articles have been insured for \$10,000 and were shipped today to the capital for presentation.

MILITARY STORES.

At the request of the officials at Yumchow, the gunboat *Shum Tung* left here yesterday with a quantity of arms and ammunition and other requisites for the Government troops in that prefecture.

NATIVE INDUSTRIES.

By order of the Viceroy the Canton Bureau of Agriculture, Industry and Commerce is now abolished, but the work of this department is placed under the control of the newly-appointed Tsai for the Development of Native Industries. The new official is, however, instructed to appoint a wuyuan to be stationed in each of the various prefectures to carry out the work in connection with the promotion of native industries.

FOREIGN SHIPPING AFFAIRS.

In consequence of the *Panama* affair, H. E. Chang proposes to appoint a special deputy of foreign affairs to conduct matters solely in connection with the foreign steamers trading in Canton.

FOR THE U.S. FLEET.

It is learnt that Dr. Mark, the official in charge of the arrangements at Amoy for the reception of the forthcoming American Fleet, who arrived here a week ago, and made purchases, besides those already reported, of two gold cups each valued at \$500, a number of silver cups and ten large silver plates for presentation to the American officers of the Fleet. A number of silver chop-sticks has been ordered, which will be given one to each of the American officers at the dinner to be served at Amoy.

DRUNKEN ROADIES.

On the evening of the 1st instant, four foreigners, whose names are unknown, created a disturbance in Sha Koo street while under the influence of liquor. The Shamshui police were at once informed of the occurrence and the drunkards were got under control and taken to the Shamshui police station.

RAILWAY CALL.

The collection of the second call on the railway shares of the Canton-Hankow Railway Company does not appear to be proceeding satisfactorily up to the present, the amount collected by the Yik Charitable Institution being only some \$7,000 for the whole of the 8th moon.

FIRE IN HANKOW.

ASTOR HOUSE TOTALLY DESTROYED.

Precisely at 1 a.m. yesterday, reports the *Hankow Daily News* of 26th ult., an outbreak of fire occurred at the Astor House Hotel and speedily gaining way, finally destroyed entirely this time-honoured building.

The cause of the outbreak is said to be due to an electric wire in the ceiling of room No. 31. However that may be the flames gained ground with such startling rapidity that the occupants of adjoining rooms had bare time to escape with their lives and hardly an inmate of the hotel managed to save a single thing of his personal effects.

The B.M.C. fire engine was quickly on the scene but the fire had some time in making its appearance and by then all idea of saving the building was out of the question and attention was turned to the servants' quarters of the Banque de l'Indo Chine, which, at one time, looked to be in danger. Fortunately, however, no wind was blowing and the flames were confined to the main building of the hotel where the fire finally burnt itself out at 7 a.m.

Yesterday afternoon the power-house at the rear of the hotel caught fire and though the French fire pump was quickly on the spot considerable damage was done before the flames were got under. We understand that the building was insured for fifty thousand taels and the contents and stock for ninety-two thousand.

CHINESE ENGINEERING AND MINING CO.

PLAGUE AT TONGSHAN.

The Chinese Engineering and Mining Company inform us (*Peking & Tientsin Times*) that the mines at Tongshan have not had to stop work compulsorily owing to the absence of labourers due to plague.

The company suggest that the statement has perhaps arisen through the normal cessation of work at the mines on Sunday. Work on week days is proceeding as usual, and the shortage of labour is not greatly in excess of what is natural at this season of the year due to harvest operations.

The rumours of cessation of work may possibly also be due to the fact that in his well-known way the Chinese coolie looks with suspicion on domiciliary visits from officials such as the sanitary inspectors, and, having an uneasy conscience, leaves for less-inspected places.

Residents will be glad to know of this official denial of any handicap to the Tongshan Mines, particularly in view of the efforts the Company are making to satisfy their customers. As will be seen by the advertisement on page 2, a reduction in price has been made, while greater care is now being taken to supply a perfectly clean coal, re-screening being done in the local coal sales yard as well as at the mine. This should result in a satisfactory fuel free from dust, slate, and other drawbacks to coal.

POLICE RECREATION CLUB.

ANNUAL MEETING.

On Saturday afternoon last, in the club's match at Happy Valley, the annual meeting of the Police Recreation Club was held. Chief Detective Inspector Hanson presided. Others present were:—Messrs. J. Withers (secretary), W. Kent (treasurer), D. McHardy, A. Ritchie and J. J. Watt (committee). There was also a large number of members present.

The Chairman said—Gentlemen, the hour has come; that is, the hour when we cross from our Club's past year into the new year. At this meeting we have to render account for last year's doings, and to enter upon a new year, and to try to improve the past, if possible. In retrospect I think we may look back upon the past year as a very successful one. From the time that the Police Recreation Club was started, when we had but a little bit of compound up at the Central Station, and had to fence ourselves in with nets to be able to play a game at all, we have acquired this lovely piece of ground and this match, where we can meet and be happy together. I think then that the present club, the membership and the general good-fellowship have justified all expectations; we began with little and we have got to where we are, and I say that all credit is due to anyone who has worked for the common weal; to anybody who has done anything to give support, and to make this club what it is at present. The past year brought us a very sad experience in the fact that the typhoon blew our match down, and when I came down here on the day following the typhoon, and sat outside on the ground something possessed me to take one of the bowling scoring boards, upon which I wrote "Honus to let" apply to W. Withers, and hang it up on the bridge. But as a number of us sat there on a seat, we greatly recovered our spirits, and I say, when I said "Are we down-hearted?" there was one roar of "No." And here we are, gentlemen. And this is what we have now. I think the report, which you will have read, shows a satisfactory state of things, and I hope that in the coming year all that has been good, and all that has been for the furtherance of goodwill, may be improved on. I would mention also that we have received support from our superintendents, and for that we are very grateful.

The Chairman proceeded to read a letter from Deputy Superintendent King in which that gentleman stated that he had been much interested in the annual report of the Club, which afforded satisfactory reading. He hoped to see the police higher in the league this season, and with that object in view wished to present a bat to every member of the Police XI who made 50 runs or over in any league innings (hear, hear). After a bat had been won by any member, a second bat or article of equivalent value at his choice, would be given for 75 runs or more in any league innings, and a third for 100 or more. The writer had enclosed a donation of \$10 (hear, hear and applause). Proceeding, the Chairman said—I think that is very pleasant reading, for it shows that Mr. King has the interests of the Club at heart (applause). I propose the adoption of the report and accounts, as presented.

Mr. Langley seconded, and the motion was carried unanimously. The Chairman—If anyone has any good in his heart in connection with the Club, let him out with it now. If any one can find any fault, let any such person now speak his mind. Anything that he has to say, let it be said now or let him for ever hold his peace. If the management is satisfactory, all success to the coming year. (Loud cheers.)

Before the election of officers was proceeded with, the Chairman mentioned that the Secretary and Treasurer, Messrs. Withers and Kent, would be shortly going home on leave, but were willing to carry out the duties appertaining to such positions until their departure.

The election of officers resulted as follows:—President, Captain F. J. Bideley; Vice-Presidents, Captain F. W. Lyons and Messrs. E. R. Hallifax, T. H. King and P. P. J. Noddehour; Chairman, Mr. J. W. Hanson; Captain of the Club, Mr. T. H. King; Treasurer, Mr. Kent, the appointment of a deputy on his departure for home being left in his hands; Secretary, Mr. Withers; General Committee (with power to appoint sub-committees), Inspector Baker, Langley and Robertson, Sergeants J. Watt, Gordon and Lee, and P. C.'s Ogg, Glendenning and Taylor; Bar Steward, Mr. Withers; Captain of League XI, Mr. Langley; Vice-Captain, Mr. Pitt; Captain of 2nd XI, Mr. Withers; Vice-Captain, Mr. Ogg.

The meeting closed with votes of thanks to the Secretary and Treasurer for the work they had done in the past year.

SHIPPING AND MAILS.

MAILS OFF.

German (*Princess Alice*) 5th inst., 2 p.m.
American (*Asia*) 5th inst.
American (*Montezuma*) 12th inst.

The s.s. *Zafra* left Manila on 3rd inst., and is due here on 5th inst., at 6 p.m.

The L. C. S. N. Co.'s s.s. *Kumrang* from Calcutta and the Straits left Singapore for this port on 3rd inst.

The Imperial German Mail s.s. *Zurich* left Shanghai via Foochow on 3rd inst., midnight, and may be expected here on 6th inst., p.m.

The O. & O. S. Co.'s s.s. *Asia* sailed from Manila to-day and will be due to arrive in Hongkong about noon on 7th inst.

The N. Y. K. s.s. *Jaoba Maru*, European Line, left Kobe for this port via Moji and Shanghai on 3rd inst., and is expected here on 12th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Kobe at 8 p.m. on 2nd inst., and left again at 4 p.m., Saturday, for Yokohama, where she is due to arrive at 3 p.m. on 4th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 7 a.m. on 4th inst., and left again at 3 p.m. same day, for Shanghai, where she is due to arrive at 7 p.m. on 5th inst.

The M. M. Co.'s s.s. *Polynesian* with French mail of the 23rd ult., and mails from London of the 22nd ult., left Singapore on Monday the 5th inst. at 8 a.m., and may be expected to arrive here on Monday morning, the 12th inst., and will leave for Shanghai and Japan on the same afternoon.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

TANG SHAO-YI.

DEPARTURE FOR AMERICA.

[By courtesy of the "Shanghai Po".]

Peking, 4th October.

H. E. Tang Shao-yi started on his special mission to America on the 3rd inst.

The *N. C. D. News* of the 1st inst. says:—His Excellency Tang Shao-yi Special Commissioner to the United States to offer thanks on behalf of their Imperial Majesties for that country's remission of a portion of the "Boxer" indemnity of 1902, arrived here at a little past 5 o'clock yesterday afternoon, by the C. M. S. *Hainmoy*, from Tientsin. His Excellency was accompanied by his First Secretary Duke Tsai Fu (second son of his Highness Prince Ching); Second Secretary Tachai Yung Kwei and a numerous suite. A large number of the local civil and military mandarin assembled at the Kien-yueh Wharf—where decorated sheds had been set up—to welcome the distinguished party, the leading members of which afterwards drove over to Kales; where they are to remain during their short stay of two and a half days in Shanghai. There were also several foreign friends at the wharf to meet the Ambassador, prominent among whom were Mr. Chas. Denby, U. S. Consul General, and Mr. H. E. Hobson, Commissioner of I. M. Customs. The French Municipal authorities furnished a guard of honour of Assamite police which escorted His Excellency as far as the limits of the French Concession where the Ambassador was met and escorted by mounted Sikh troopers to the hotel.

We understand that his Excellency Tang Shao-yi will give a public reception to-day at the Bureau of Foreign Affairs, Bubbling Wall Road—and will attend a banquet this evening given by his fellow provincials at the Canton Guild in Ningpo Road. After the banquet his Excellency will attend a reception given by his school fellows, the returned students from the U. S. (Chinese Educational Mission of the seventies) to be held at the residence of Mr. Chen Huan-lee, on Singkeapang Road, Hong-kew.

THE AMERICAN FLEET.

AN IMPERIAL DECREE.

[By courtesy of the "Shanghai Po".]

Peking, 4th October.

The American fleet being about to arrive at Amoy, an Imperial Decree has been issued commanding the Viceroy of Fukien to proceed to Amoy forthwith to supervise all arrangements in connection with the reception of the fleet at that port.

SIR ROBERT HART.

REPORTED RECALL.

[By courtesy of the "Shanghai Po".]

Peking, 4th October.

It is reported that the Waiwupu has recalled Sir Robert Hart by telegram to Peking to consult him on matters affecting the financial system of the Empire.

GAGGED AND ROBBED.

EXCITING SCENES WITH ROBBERS AT C. SEWAY BAY.

During the last few months, we have had occasion to report in the columns of this journal numerous cases of robberies and piracies, of a most audacious character, that have occurred in and within the waters of the Colony. It is pleasing to note that the police force of the Colony have been up to the occasion, and it is satisfactory to learn that half the culprits in these outrages have been brought to book.

But a robbery which occurred at Causeway Bay shelter last night is one of the most daring that we have to record for some time. From intelligence we have received from Police headquarters to-day it would appear that two men, armed with fighting-traps, boarded a junk (No. 456) at about two fifteen o'clock this morning.

The night was dark. All along Causeway Bay was in a state of perfect tranquillity. The two men crept stealthily aboard the junk, and going aft, seized hold of the master by the throat, tied a string round his neck, and attempted to gag him with a pair of trousers. The other man proceeded to ransack the junk. He secured one blanket and a silk jacket, valued at \$12.

In the meantime the master, who had been gagged, shouted for help. His cries aroused the other folk who went to his assistance. They managed to arrest his assailant, the other individual dropping the loot on the deck and succeeded in making his escape.

The folk took the alleged robber to No. 2 Police Station and he was incarcerated. The facts were related to Inspector Fenton who investigated the matter early this morning, and he succeeded in apprehending other suspected accomplices.

In the course of a few days the suspects will be brought before the Magistrate on the charge of armed robbery.

